

BE AWARE!

Inset A: Taxiway A is designed to act as a temporary runway when 16L/34R is closed. Note: It resembles a runway and is regularly mistaken for one. However, it does not have runway markings or lighting!



1 mile final to Runway 34R

Inset B: Crossing from the north side of the airport to the south side via Twy H and C without clearance is illegal! Use the perimeter road instead for foot and vehicle traffic.



On Twy H at the intersection with Rwy 27

Airport Operations: (817) 871-5400
Air Traffic Control: (817) 624-7288
ASOS: (817) 626-5811

Hours of Operation: 24/7
Latitude: 32° 49.18' N
Longitude: 97° 21.75' W
Elevation: 710 feet.
Variation: 8° East
Control Tower: Yes
ARTCC: Fort Worth Center
FSS: Fort Worth FSS
NOTAM Facility: FTW
Wind Indicator: Lighted
Beacon: White-Green
Fire and Rescue: ARFF index B
Airline Operations: Unscheduled
Customs: Yes

UNICOM: 122.95
ATIS: 120.7
Ground: 121.9
Tower: 118.3, 257.8
Clearance Delivery: 124.65
Approach Control: 118.1(N), 135.975(S)

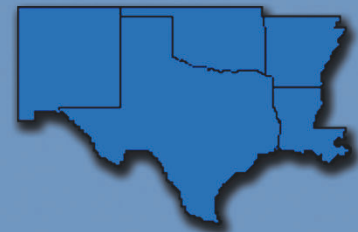
Emergency: 121.5

FAA Regional Contact: (817) 222-5045

Airport Incursion Information



Fort Worth Meacham International Airport (FTW)



September 2002

Federal Aviation Administration
Southwest Region Runway Safety Program
<http://www.faarsp.gov/asw/>

HIGH ALERT INTERSECTIONS

1. A Cessna 172 Skyhawk that was cleared to land on Rwy 34R landed on Twy A instead, as a fuel truck was traveling south on the same taxiway. The truck exited at Twy E, closest proximity about 1000 feet.
2. A Cessna 172 acknowledged instructions to hold short of Rwy 16L, then entered the runway without authorization and conflicted with another Cessna on 1/2 mile final. Closest proximity was between 100 and 500 feet.
3. A construction vehicle eastbound on Rwy 27 entered Rwy 16L without clearance. A departing Beech B35 Bonanza overflew the vehicle by 300 feet.
4. A Cessna 172 was instructed to hold short of Rwy 16L after exiting Rwy 16R on Twy D. The pilot read back the instruction but stopped with the aircraft's nose over the hold line. A Beech BE30 King Air on quarter-mile final was sent around to avoid loss of separation.

Runway Incursions. (Since 1999)

- Category A
- Category B
- Category C
- Category D
- Surface Incident

Unlabeled incidents can be found on our web page: <http://www.faarsp.org/asw/>

